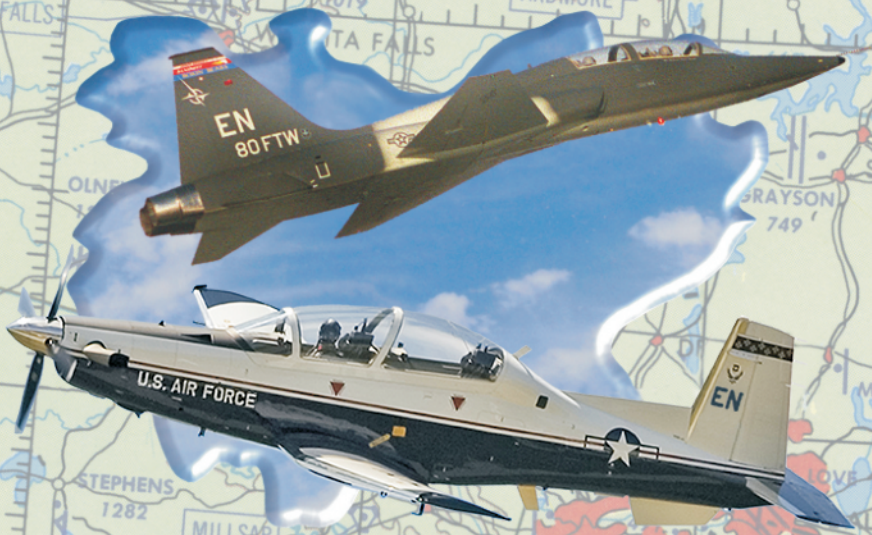
SHARE THE AIR



AN IN-FLIGHT GUIDE TO: SHEPPARD AIR FORCE BASE/ WICHITA FALLS MUNICIPAL AND SURROUNDING AREA

JULY 10

CONTENTS

INTRODUCTION

The area surrounding Sheppard Air Force Base/Wichita Falls Municipal Airport is host to a great variety of aviation activities. Numerous airline, other civil aviation, and military training flights take place at Sheppard Air Force Base/WichitaFalls Municipal Airport and in the surrounding area.

Take a few minutes to read through this guide. It offers valuable advice on “Sharing the Air” in the Texoma region.

This guide was created by the Flight Safety Office at Sheppard Air Force Base. Please refer any questions or comments to Public Affairs Office at (940) 676-2732, Flight Safety Office at (940) 676-5000 or the Air Traffic Control Office at (940) 676-7677.

This guide is current as of July 2010. Please refer to current aviation publications for the latest aeronautical information.

Why do we publish our Share the Air Book?

18 Jan 05- Midair collision between a T-37B and an Air Tractor AT-502B near Hollister, Oklahoma. **The commercial pilot in the AT-502B was fatally injured**

LIST OF RECENT NEAR-MIDAIR COLLISIONS:

05 Mar 08- T-38 versus civilian climbing out of Kickapoo
13 Aug 08- T-38 versus pipeline aircraft 1 mile off runway 33 left SAFB
01 Oct 08- T-38 crosses over a civilian airplane while descending out of Comer
17 Oct 08- T-38 climbs for a departing traffic out of Kickapoo
07 Dec 08- T-38 climbs for civilian traffic at Anna
15 Apr 09- T-37 descending on VOR DME / A versus Air Tractor
27 Jan 10- 2-ship T-6 formation versus Evac flight helicopter at 1500’ MSL between the T-6 pattern entry point Bridge and the Class D air space
27 Apr 10- T-6 versus civilian traffic in military operations area (MOA)
30 Apr 10- T-6 versus civilian traffic from Kickapoo in T-6 VFR traffic pattern shortly after T-6 entered the pattern at the town of Dean and was descending to 15oo’ MSL

WICHITA FALLS MUNICIPAL SHEPPARD AFB

Wichita Falls Municipal/Sheppard AFB is unique in that it is the only United States Air Force flight training base that hosts a civilian municipal airport.

When flying to or from the base, there are several important points to be aware of. During most times when the 80th Flying Training Wing is flying, Sheppard Tower controls Runways 17/35 and 15C/33C. Runways 15R/33L and 15L/33R are controlled by separate runway supervisory units (RSUs). These RSUs control either T-38 or T-6 aircraft on separate UHF frequencies.

During normal operations, civilian aircraft primarily takeoff and land on Runway 17/35. T-38 aircraft utilize a west traffic pattern from 2,300 to 5,000 feet MSL on Runway 15R/33L. It is imperative that aircraft operating on Runway 17/35 comply with altitude restrictions (usually to remain at or below 1,800 feet MSL) given by Sheppard Air Traffic Control. This will decrease the chance of a conflict with traffic operating from other runways.

Due to the intensity of air traffic operations in the vicinity of Wichita Falls Municipal/Sheppard AFB, **contact Sheppard approach control on 118.2 (120.4 for runway 33) within 25 nautical miles.**
Approach control will provide VFR advisories to the maximum extent possible.

Solo students are not authorized. Dual civilian training operations restricted to Rwy 17/35 full stop only when SAFB is flying. Touch and go's permitted only when no SAFB flying and restricted to Rwy 17/35 only

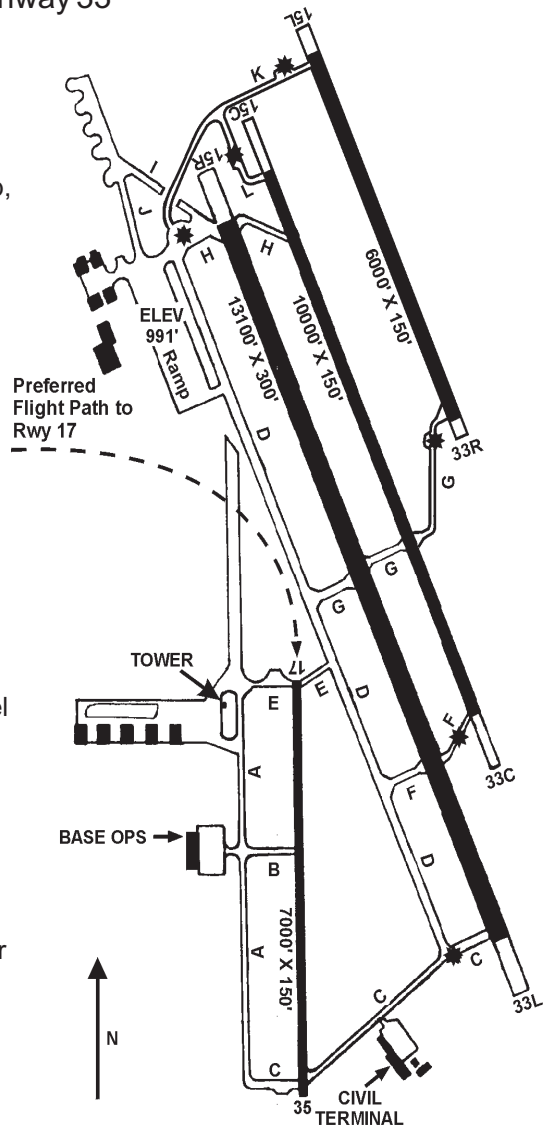
WICHITAFALLS MUNICIPAL

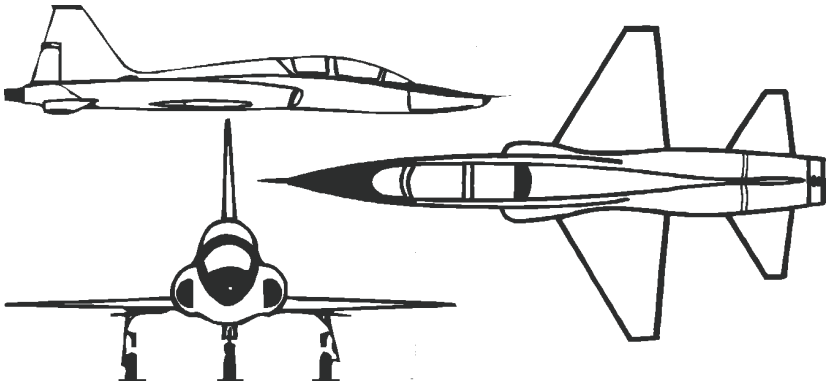
CONTACT SHEPPARD APPROACH
CONTROL ON 118.2 WITHIN 25 NM
120.4 for runway 33

WARNING!!
The final approach to Runway 17 requires a steep, descending right turn from base leg with almost no straight-in portion. Overshooting this turn presents the most serious potential for conflict in the Sheppard environment due to the high performance, high density traffic on Runways 15R and 15L. Extreme caution should be exercised when landing on Runway 17 so as not to overfly Military Parking Ramp or the taxiway parallel to Runway 15R.

Pattern entry will be at or below 2,300 feet MSL from either the SPS VORTAC or Kickapoo Airport. Maintain 1,800' MSL in the pattern for Runway 17/35.

Lead-in landing strobes define the ground track a pilot should follow when flying a VFR approach to Runway 17.





T-38C

THE NORTHROP T-38 "TALON"

MISSION : ADVANCED JET PILOT TRAINING

CREW : USUALLY TWO (INSTRUCTOR PILOT AND STUDENT PILOT). CAN BE AND OFTEN IS, FLOWN BY SOLO STUDENT PILOTS.

NORMAL TAKEOFF GROSS WEIGHT: 12,500 LBS

LENGTH: 46" 4' WINGSPAN: 25" 3'

ENGINES : TWO GENERAL ELECTRIC J85-GE-5 AXIAL FLOW TURBO-JET ENGINES WITH AFTERBURNER. MAXIMUM THRUST - 2,050 LBS EACH ENGINE AT 100% RPM, 2900 LBS. EACH ENGINE IN FULL AFTERBURNER.

PERFORMANCE DATA

DEPARTURE: AIRSPEED WILL NORMALLY BE 300 KNOTS (345 MPH) BELOW 10,000' FEET MSL, 350 KNOTS (410 MPH) ABOVE 10,000' MSL. RATE OF CLIMB WILL VARY BETWEEN 2,000 TO 10,000 FPM.

CRUISE: MAXIMUM RANGE IS APPROXIMATELY 900 NAUTICAL MILES (1,035 STATUTE MILES). MAXIMUM AIRSPEED IS 710 KNOTS (820 MPH) OR 1.2 MACH. NORMAL CRUISE AIRSPEED IS ABOUT 300 KNOTS (345 MPH).

ARRIVAL : AIRSPEED DURING DESCENT AND ARRIVAL IS NORMALLY 300 KNOTS (345 MPH).

TRAFFIC PATTERN : VFR PATTERN AIRSPEED IS 300 KNOTS (345 MPH). FINAL APPROACH AIRSPEED IS 165 KNOTS (190 MPH) WITH LANDING GEAR EXTENDED AND FULL FLAPS.

SPECIAL CHARACTERISTICS

GRAY COLORING OF THE AIRCRAFT AND ITS RELATIVELY SMALL SIZE MAKE IT DIFFICULT TO SEE. BECAUSE THE T-38 FLIES AT SUCH A HIGH AIRSPEED AND THE FRONTAL PROFILE IS EXTREMELY SMALL, IT PRESENTS A VERY REAL PROBLEM IN MIDAIR COLLISION AVOIDANCE. THE WAKE TURBULENCE OF A T-38 IS SIGNIFICANT.

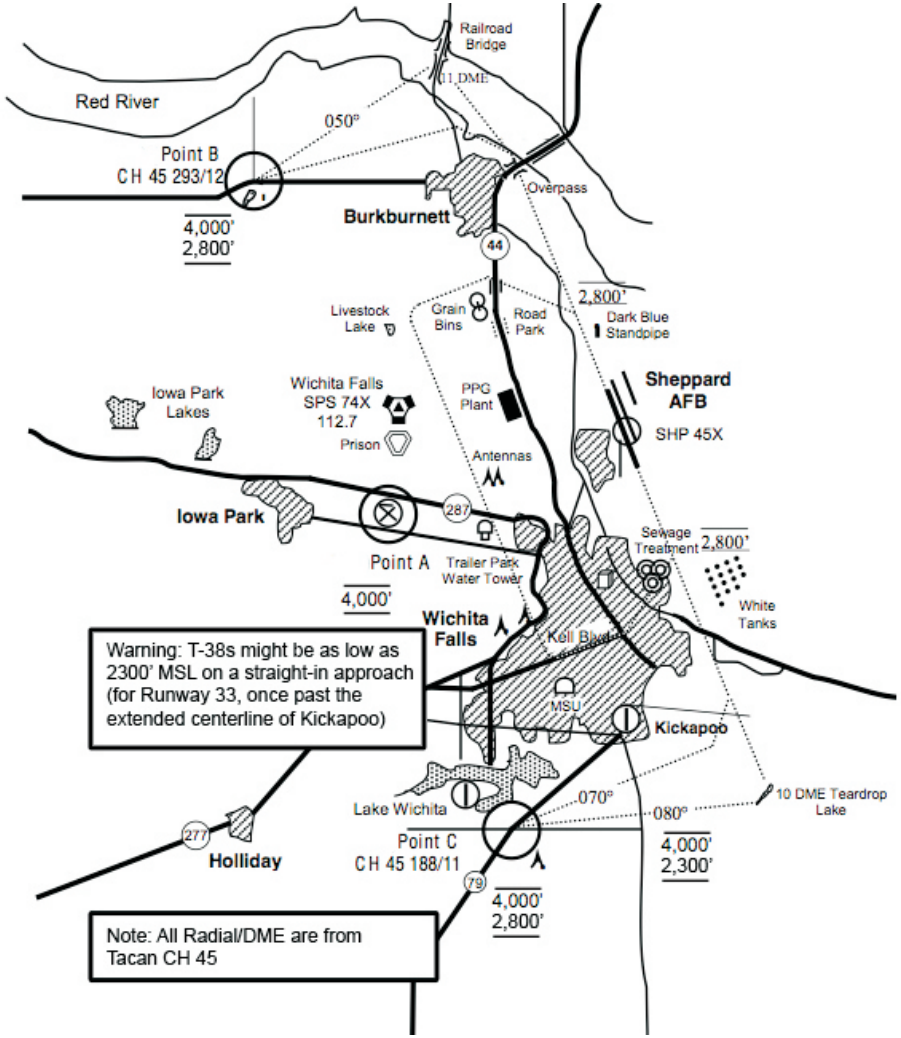
COMMUNICATIONS: *UHF and VHF*

NAVIGATION SYSTEMS: TACAN, ILS, LOCALIZER, *VOR*

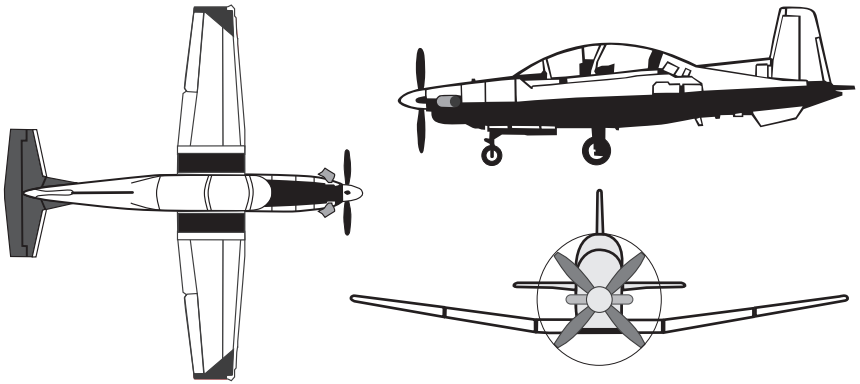
TRAFFIC COLLISION AVOIDANCE SYSTEM TCAS (shows T-38 pilot all squawking aircraft).

T-38 VFR TRAFFIC PATTERNS
RWY 15R/33L

Straight-in	**2,300' MSL**
Normal Overhead	**2,800' MSL**
Breakout	**4,000' MSL**
High Pattern	**4,500' MSL**
Falls Pattern	**5,000' MSL**



* All DME's off SHP CH 45



T-6 II
TEXAN

MISSION: PRIMARY STUDENT JET TRAINING

CREW: USUALLY TWO (INSTRUCTOR PILOT AND STUDENT PILOT). CAN BE AND OFTEN IS, FLOWN BY SOLO STUDENT PILOTS.

NORMAL TAKEOFF GROSS WEIGHT: 6,500 LBS.

LENGTH: 33" 4' WINGSPAN: 33" 5'

ENGINE: PT 6A-68 FREE - TURBINE TURBOPROP

PERFORMANCE DATA

DEPARTURE: AIRSPEED WILL NORMALLY BE 180 KNOTS (190 MPH). RATE OF CLIMB WILL VARY BETWEEN 1,000 TO 5,000 FPM.

MAXIMUM AIRSPEED IS 316 KNOTS (365 MPH). NORMAL CRUISE AIRSPEED IS ABOUT 200 KNOTS (230 MPH)

ARRIVAL: AIRSPEED DURING DESCENT AND ARRIVAL IS 200 KNOTS (230 MPH).

TRAFFIC PATTERN: VFR PATTERN AIRSPEED IS 200 KNOTS (230 MPH). FINAL APPROACH AIRSPEED IS 100 KNOTS (115 MPH) WITH LANDING GEAR EXTENDED AND FULL FLAPS.

SPECIAL CHARACTERISTICS

BLUE AND WHITE COLOR. WAKE TURBULENCE OF A T-6 IS MINOR.

COMMUNICATIONS: UHF AND VHF

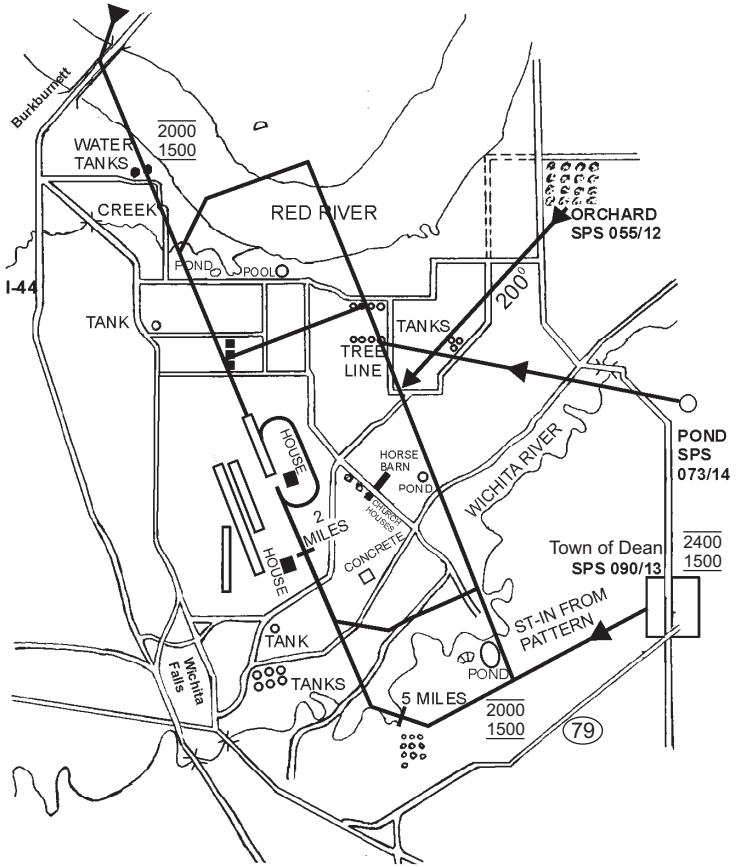
NAVIGATION SYSTEMS: VOR, ILS, LOCALIZER, GPS
ALL ARE EQUIPPED WITH TAS/NACWAS SYSTEMS
ALL WITH AN OPERATING SQUAWK CAN BE PICKED UP BY THESE SYSTEMS

T-6 VFR TRAFFIC PATTERN
RWY 15L/33R

Straight-in	**1,500' MSL**
Normal Overhead	**2,000' MSL**
Breakout	**3,000' MSL**
Chase Pattern	**3,500' MSL**
Emergency Landing Pattern	**4,000' MSL**

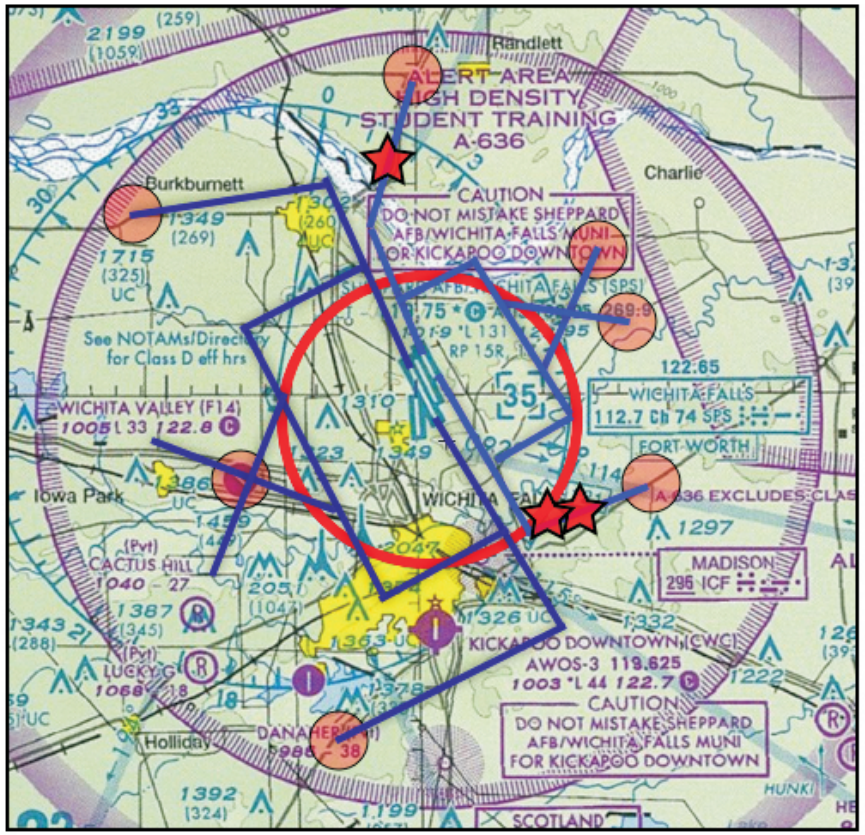
T-6 VFR TRAFFIC PATTERN
RWY 15L/33R

Bridge at town of Randlett
SPS 013/12 2400 / 1500



T-6's will fly their Emergency Landing Patterns outside Class D airspace
T-6's might fly as low as 1500' MSL from the pattern entry points towards Class D airspace

SHEPPARD AFB TRAFFIC PATTERN



latest civ. vs mil. near midair collision Points

Class D airspace

RDR/VFR dropoff

T-38 pattern (simplified, ref pg. 6)

T-6 pattern (simplified, ref pg. 8)

T-6 - EAST PATTERN
T-38 - WEST PATTERN

T-6 MILITARY OPERATING AREAS
8500’ MSL - FL 220 MON - FRI

T-38 MILITARY OPERATING AREAS
8000’ MSL - FL 230 MON - FRI

AVOID FLYING THROUGH MILITARY OPERATING AREAS

KICKAPOO AIRPORT

Kickapoo Airport is approximately 8 miles south of Sheppard AFB.

Sheppard AFB conducts intensive student jet training both day and night.

Numerous airline and other civilian aircraft operate out of Sheppard AFB.

The T-38 straight-in pattern passes less than 3 miles to the east of Kickapoo Airport at 2,300' MSL.

Advice for Kickapoo users:

Squawk 1200 (unless otherwise assigned) and mode C (altitude) if equipped.

Contact Sheppard approach (118.2) or Sheppard departure (120.4) when operating to, or from, Kickapoo.

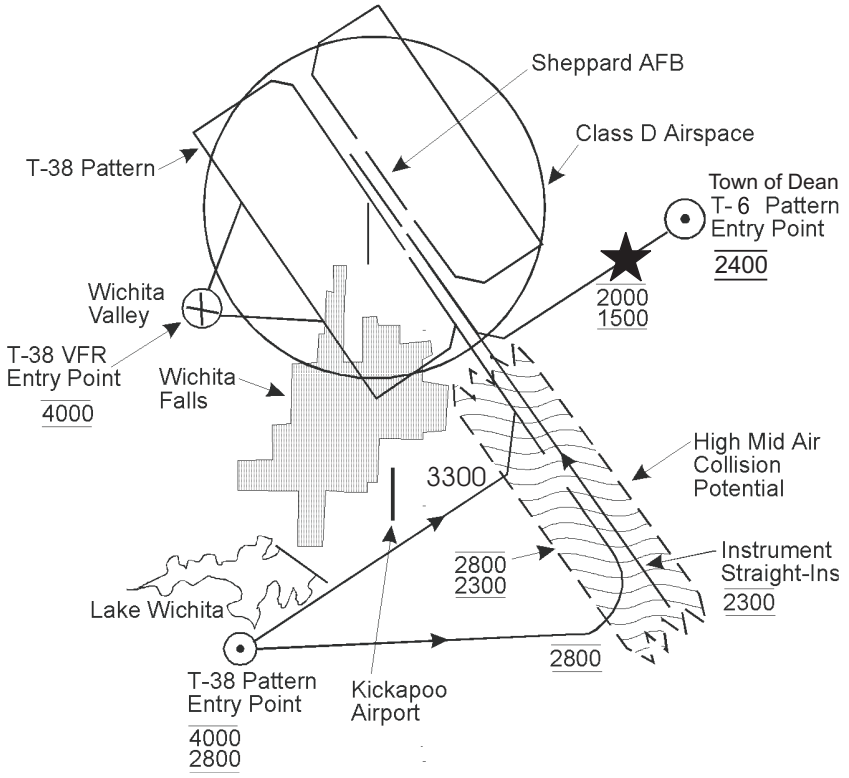
If proceeding toward the extended centerline of runway 33 remain below 1,800' MSL. In all other cases remain below 2,200' MSL until in contact with approach/departure or until well clear (10 miles from Sheppard AFB).

CONTACT SHEPPARD APPROACH [118.2] OR DEPARTURE [120.4]

When 33 is the operational runway, there is a traffic conflict with Kickapoo airport, T-38 approaches versus Kickapoo departures.

CAUTION

HIGH MID/AIR POTENTIAL FOR AIRCRAFT ARRIVING OR DEPARTING KICKAPOO



★ Latest near midair collision with T-6 and civilian departing Kickapoo at 1500' MSL on 30 Apr 10

If practical avoid flight between the town of Dean and the Class D airspace since T-6's on a straight-in will be as low as 1500'MSL.

WICHITA VALLEY AIRPORT

Wichita Valley Airport is approximately 6 miles west of Sheppard AFB.

Sheppard AFB conducts intensive student jet training both day and night.

Numerous airline and other civilian aircraft operate out of Sheppard AFB.

T-38 jet aircraft pass overhead Wichita Valley at 4,000 MSL en route to Sheppard AFB.

Advice for Wichita Valley users:

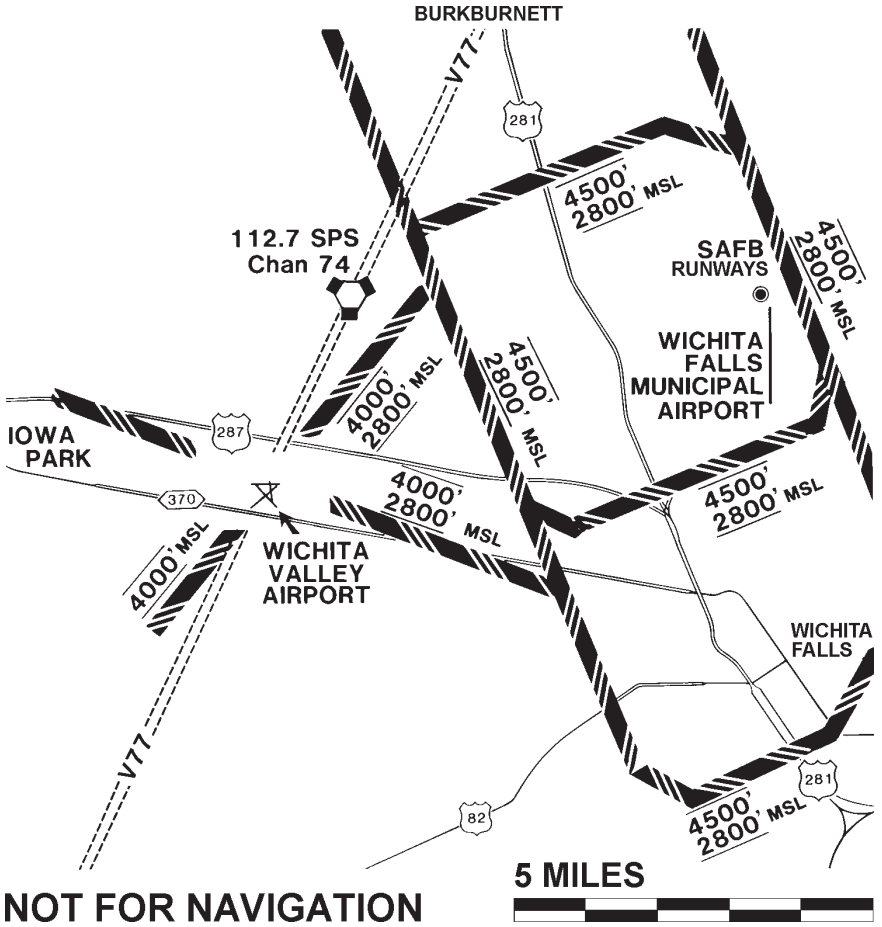
Squawk 1200 (unless otherwise assigned) and mode C (altitude) if equipped.

Contact Sheppard approach (118.2) or Sheppard departure (120.4) when operating to, or from, Wichita Valley.

Remain below 2,200 feet MSL until in contact with approach/departure or until well clear (10 miles from Sheppard AFB).

CONTACT SHEPPARD APPROACH [118.2] OR DEPARTURE [120.4]

T-38 FLIGHT PATTERNS NEAR WICHITA VALLEY AIRPORT CONTACT SHEPPARD APPROACH ON 118.2



The T-38 VFR traffic pattern is approximately 2 miles east of Wichita Valley. There is a T-38 VFR entry point directly over Wichita Valley at 4,000' MSL descending to 2,800' MSL. Also, the radar downwind for Sheppard, approximately 2 miles to the west at Wichita Valley at 5,000' MSL. Victor Airway V77 crosses this airport.

FREDERICK AIRPORT

Frederick Airport is used by Sheppard AFB T-6 trainers for high density student pilot training.

This training is conducted on weekdays, during daylight hours.

T-6 aircraft are controlled by the red and white runway supervisory units (Call sign: “Hacker”) at the end of runways 17R and 35L.

Normal T-6 pattern altitude is 2,200’ MSL. Straight-ins are flown at 1,700’ MSL.

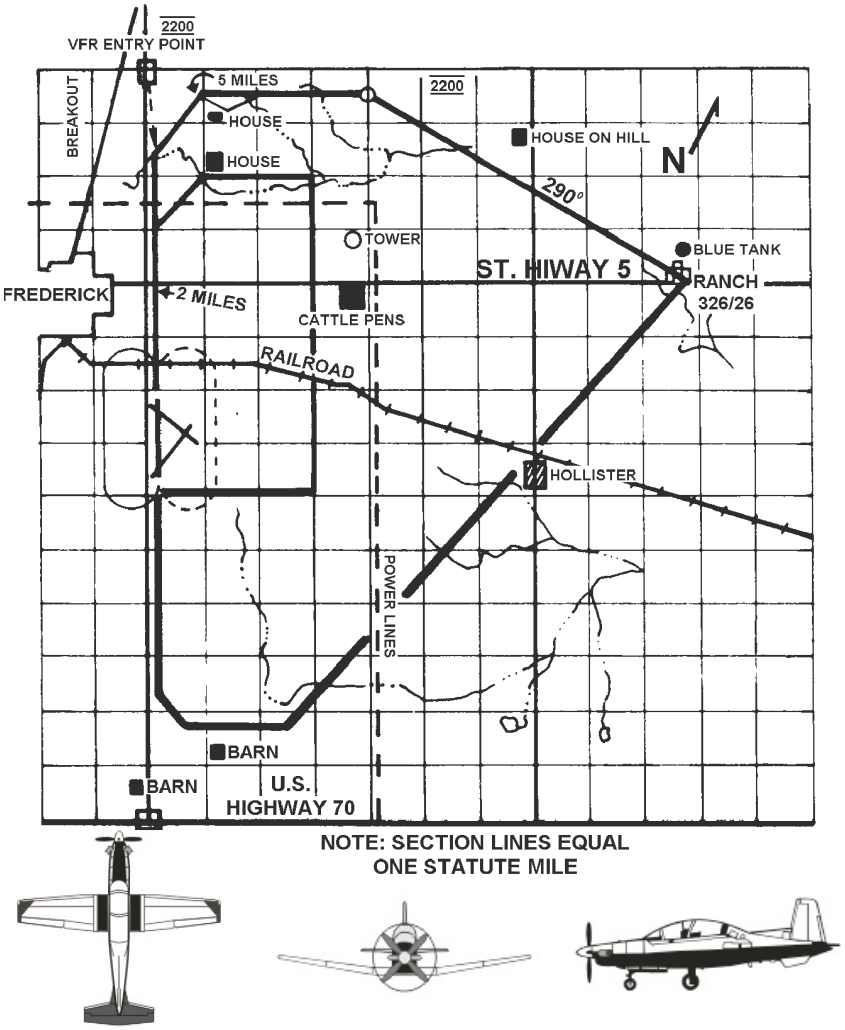
All civilian traffic should contact Hacker on 123.05 (UHF 285.7) approximately 10 miles from the field. Contact Hacker when taxiing for takeoff.

Hacker controls T-6 aircraft but is an advisory-only service for civilian aircraft.

CONTACT "HACKER" ON 123.05 FOR ADVISORIES

FREDERICK VFR TRAFFIC PATTERN

CONTACT T-6 CONTROLLER ON 123.05 (UHF 285.7)



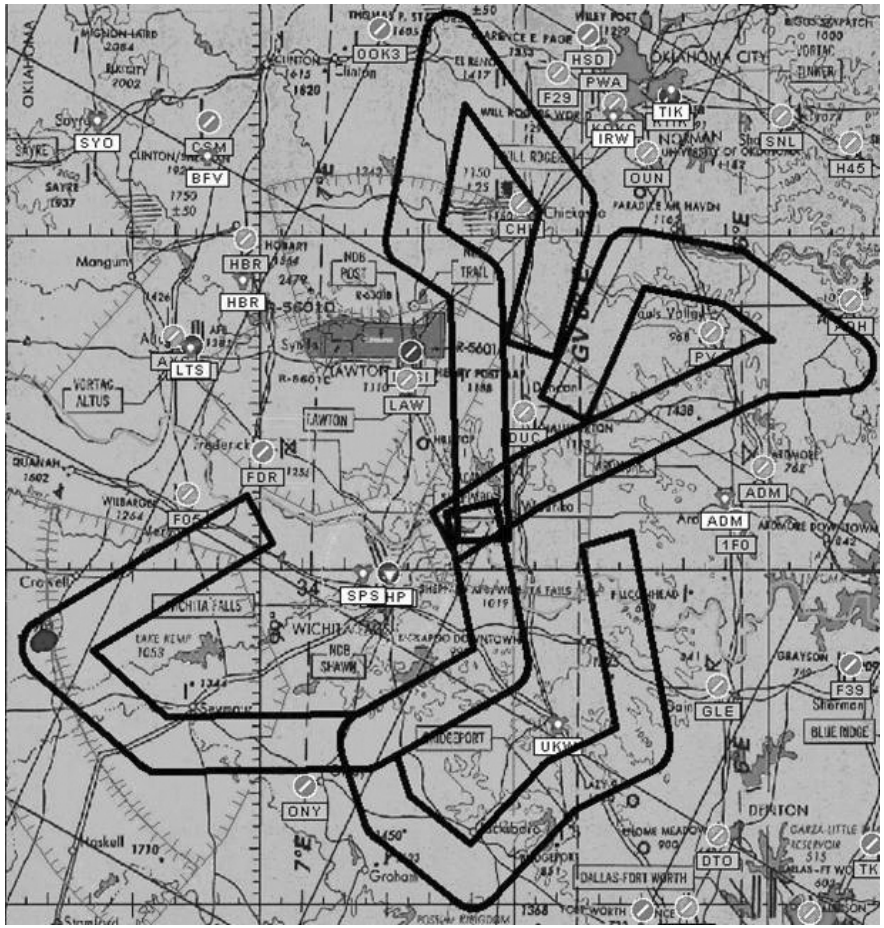
NOTE: SECTION LINES EQUAL ONE STATUTE MILE

NOTE

T-6s may breakout of the pattern and climb to 4,200 MSL. for Emergency Landing Pattern

WARNING: THIS IS A HIGH TRAFFIC AREA WITH MILITARY T-6'S.

T-6 LOCAL LOW LEVEL NAVIGATION ROUTES; 500' - 1500' AGL MON - FRI



LOW-LEVEL MILITARY TRAINING ROUTES (MTRs)

The 80th Flying Training Wing at Sheppard AFB conducts extensive low-level training within 100 miles of the base. Training is conducted from 1,500 to 500' AGL, at speeds up to 450 knots for T-38 aircraft and 250 knots for T-6 aircraft. Military pilots use the routes to maintain proficiency by simulating wartime missions. Actual wartime missions require highspeed low-level penetrations, to avoid detection by the enemy. MTRs are not only used by Sheppard training aircraft, but also by various other fighter, bomber, and transport aircraft. Flight in or near MTR's requires constant vigilance since the hazard potential is great. Flight through MTRs is not prohibited; however, it is not recommended.

A good safety precaution is to avoid flying below 2,000' AGL when in the vicinity of an MTR. This will keep you above high speed military jet traffic as well as providing a greater margin of safety in the event of engine failure. If you choose to operate below 2,000' AGL near an MTR, then make sure to use all available anti-collision lighting (to include landing lights, if practical) and increase your clearing efforts.

Consult the latest Sectional Aeronautical Chart for exact route locations. Call the nearest FSS for the current route status.

T- 6 Low Level Routes are depicted on the next page of this guide.

HOW TO AVOID A MIDAIR COLLISION - A Safety Project of the AOPA Air Safety Foundation

Introduction

By definition and function, the human eye is one of the most important and complex systems in the world. Basically, its job is to accept images from the outside world and transmit them to the brain for recognition and storage. In other words, the organ of vision is our prime means of identifying and relating to what's going on around us.

It has been estimated that 80% of our total information intake is through the eyes. In the air, we depend on our eyes to provide most of the basic input necessary for performing during a flight. Through our eyes we define attitude, speed, direction, proximity to things (like the ground), and opposing air traffic that may constitute a danger of in-flight collision. As air traffic density and aircraft closing speeds increase, the problem of in-flight collision grows proportionately. A basic understanding of the eyes' limitations in target detection is some of the best insurance a pilot can have against running into another airplane and spoiling his whole day.

Profile of Midair Collisions

Studies of the midair collision problem form certain definite warning patterns. It may be surprising to some that nearly all midair collisions occur during daylight hours and in VFR conditions. Perhaps not so surprising is that the majority happen within five miles of an airport, in the areas of greatest traffic concentration, and usually on warm weekend afternoons when more pilots are doing more flying.

Also surprising, perhaps, is the fact that the closing speed (rate at which two aircraft come together) is relatively slow, usually much slower than the airspeed of either aircraft involved. This is because the majority of in-flight collisions are the result of a faster aircraft overtaking and hitting a slower plane.

Statistics on 105 in-flight collisions show that 82% were at overtaking convergence angles; 35% were from a 0-10 degree angle - - almost straight from behind. Only 5% were from a head-on angle.

Although your passengers frequently are not pilots, they can greatly assist you in your responsibility to "see and avoid." Take a few moments to brief your passengers on the importance of detecting traffic and, if possible, acquaint them with the basics of scanning. Explain how to relate traffic position with respect to the clock and encourage them to report all the traffic they see. This will invariably result in a few "false alarms." but the possibility of a passenger detecting a threat before you do is worth the inconvenience. Besides, most passengers will enjoy the flight more if they can actively participate in the experience.

Why Do We Have Share The Air?

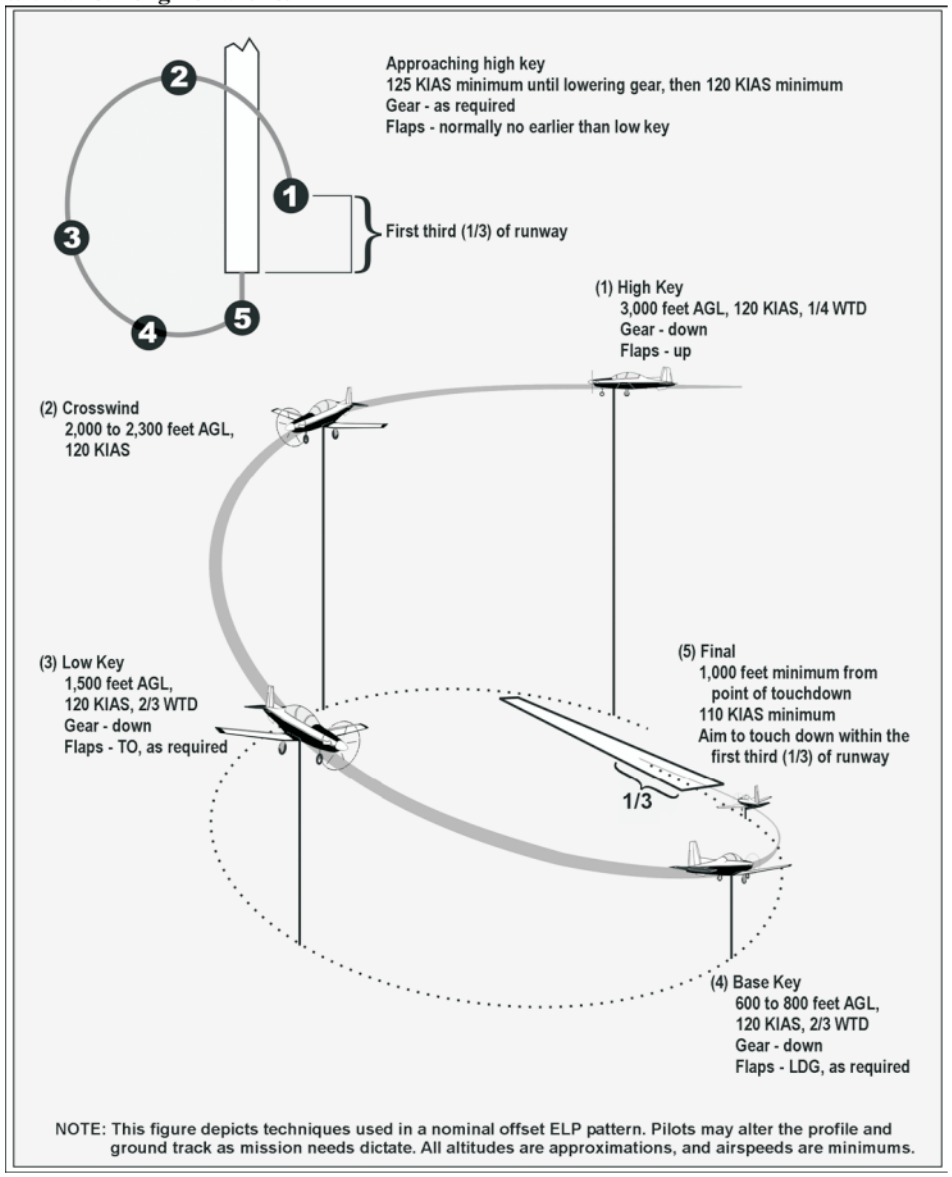
Causes of Midairs

What causes in-flight collisions? Undoubtedly, increasing traffic and higher closing speeds represent potential. For instance, a jet and a light twin have a closing speed of about 750 mph. It takes a minimum of 10 seconds, says the FAA, for a pilot to spot traffic, identify it, realize it's a collision threat, react, and have his aircraft respond. But two planes converging at 750 mph will be less than 10 seconds apart when the pilots are first able to detect each other!

These problems are heightened by the fact that our air traffic control and radar facilities are, in some cases, overloaded and limited.

These are all causal factors, but the reason most often noted in the statistics reads: "Failure of pilot to see other aircraft" - failure of the see-and-avoid system. In most cases, at least one of the pilots involved could have seen the other in time to avoid contact if he had just been using his eyes properly. So it's really that complex, vulnerable little organ--- the human eye -- which is the leading cause of in-flight collisions. Take a look at how its limitations affect your flight.

Emergency Landing Pattern (ELP) flown by T-6 for practice and when confronted with a real engine failure.



This pattern will be flown at the following airports for practice: Chickasha, Chattanooga, Duncan, Frederick, Lawton, Fort Sill and Pauls Valley.
Radio calls made on CTAF/UNICOM: 10 miles out, Overhead, at base and departing.

QUICK REFERENCE GUIDE

Frequencies (Check current publications)

Sheppard AFB/Wichita Falls Municipal
Approach - 118.2 / 120.4
Tower/CTAF - 119.75
Ground - 125.5
ATIS - 132.05
Clearance - 121.2 (Phone 676-8354)
Hours of operation:
Tower: M-F 0530 - 2100
Sat, Sun & Holidays *As published by NOTAM*;

Approach control: M-F 0600-2100;
Sat & Sun *As published by NOTAM*

Frederick Airport
Unicom and "Hacker" advisory - 123.05

Kickapoo Downtown Airport
Sheppard Approach - 118.2 / 120.4 for runway 33
Unicom - 122.7

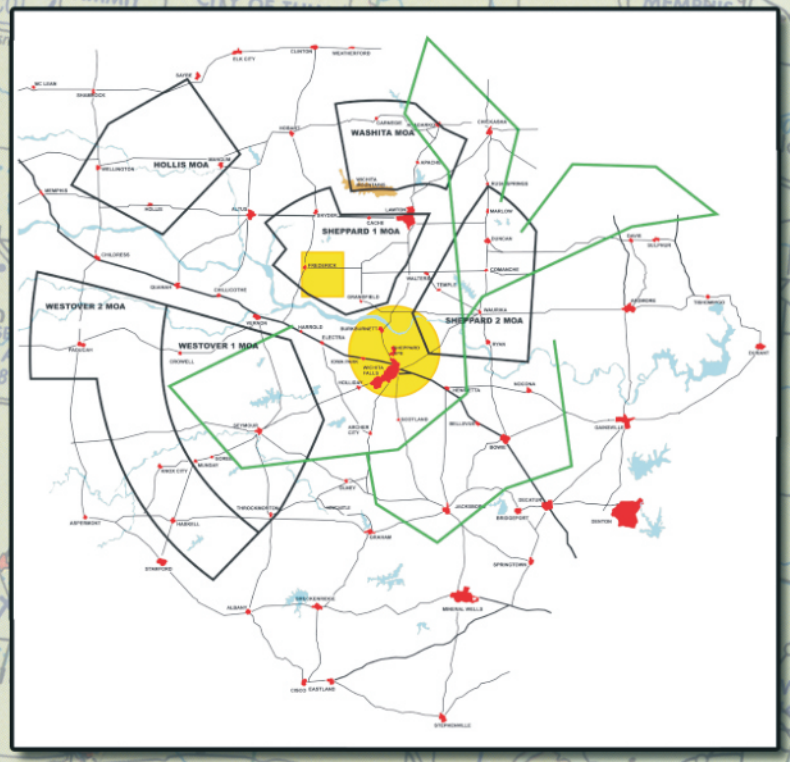
Wichita Valley Airport
Sheppard Approach - 118.2
Unicom - 122.8

Danaher Airport
Sheppard Approach - 118.2
Unicom - 122.9

Phone Numbers

Sheppard AFB Public Affairs: (940) 676-2732
Sheppard AFB Air Traffic Control Office: (940) 676-7677
Sheppard AFB Flight Safety Office:
(940) 676-5000/5001
FAX: (940) 676-4968

FLY SMART



SHEPPARD MILITARY OPERATING AREAS

Sheppard 1,2	(T-6)	8,500-22,000 MSL	Mon-Fri	SR-1-SS+1*
Westover 1,2	(T-38)	9,500 MSL-FL230	Mon-Fri	SR-1-SS+1*
Hollis	(T-38)	11,000 MSL-FL230	Mon-Fri	SR-1-SS+1*
Washita	(AT-38)	8,000 MSL-FL230	Mon-Fri	SR-1-SS+1*

*Other times by NOTAMS

FLY SAFE